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C-O-N-F-I-D-E-N-T-I-A-L

INFORMATION REPORT

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PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY: USSR (Ukraine)

REPORT

SUBJECT: Road Data - Kolomyya, Gorodenka, Snyatyn, Yablonov & Vicinity

DATE DISTRIBUTED: 26 Apr 54

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SUPPLEMENT TO REPORT #

PLACE ACQUIRED (By source)

RESPONSIVE TO

DATE ACQUIRED (By source) | DATE OF INFORMATION (Date or dates, on or between which, events or conditions described in report existed)

THIS IS UNEVALUATED INFORMATION

1. A hard-surfaced, all-weather road (No 924 on legend) ran from Kolomyya (Kolomyja) northward to Stanislav, and also from Kolomyya to Delyatin, then northward to Stanislav. This same type of hard-surfaced, all-weather road ran from Kolomyya northeast to Gorodenka and from Kolomyya eastward to Snyatyn.

2. The above roads were designed for heavy usage and they were called the Czar's roads. The roads had a very good base of crushed rock approximately one meter deep. The subbase of these roads in the eastern and northern sections of Kolomyya was of black dirt. The subbase of the roads in the northwest and western sections of Kolomyya consisted of gravel and sand. However, the top layer of the roads consisted of crushed stones surfaced with sand. The roads were over eight meters wide.

3. The roads were crowned for easy drainage. Drainage ditches ran along both sides of the roads. The roads were well maintained and inspected by assigned highway crews. Horse- or cow-drawn drags were used for regrading and resurfacing the roads.

4. A loose-surfaced, all-weather, graded road (No 903 on legend) ran from Kolomyya northeast to Nezvisko which is located near the Dniestr River. Another loose-surfaced, all-weather, graded road (No 903 on legend) ran from Kolomyya southward to Kuty via Yablonov.

5. This road over eight meters wide was maintained and constructed for heavy usage. The road bed consisted of crushed rock. The top layer was of crushed stones surfaced with sand.

6. The road was crowned for easy drainage. The road was periodically inspected and maintained by road crews. Drainage ditches ran along both sides of the road.

7. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Yablonov, Lanchin, Lopas and Philipy. These villages are located southeast, south and southwest of Kolomyya. More loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Nezirna, Turka, Gaj and Nizets. These villages are located east, north and northwest of Kolomyya.

C-O-N-F-I-D-E-N-T-I-A-L

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8. The three dirt roads were considered to be principal dirt roads. All were over five meters wide. They were not crowned, nor did they have drainage ditches running alongside. The villagers reported all considered these dirt roads unpassable one a year. The dirt roads had no prepared base. During the spring thaw or when the dirt roads became so muddy, potholed and full of standing water that the villagers or farmers with horse and wagon would leave the dirt roads and travel on the fields alongside the dirt roads. Immediately during the day season the dirt roads could bear heavy traffic but it would be rough going.

9. A number of lesser-ordered, by-passing, dirt roads (3m 995 on legend) are in the area vicinity of the three principal dirt roads. However, these were considered to be secondary roads. They were never maintained. They were also approximately five meters wide. They were not crowned, nor did they have drainage ditches running alongside. These secondary roads were not either for short cuts or for village exit from consideration. Even during the dry season these secondary roads could not bear heavy traffic because they were not maintained.

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EASTERN EUROPE 1:250,000

CH

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CHERNOVTSY

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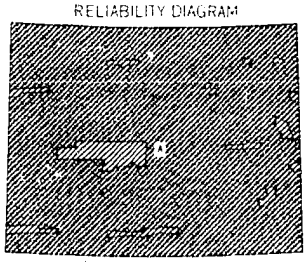
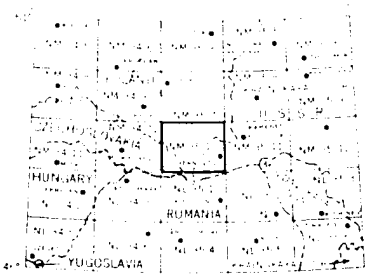
RELIABILITY DIAGRAM



LOCATION DIAGRAM FOR NM 35-[illegible]



LEGEND

Figures in red denote approximate distances in kilometers between stars

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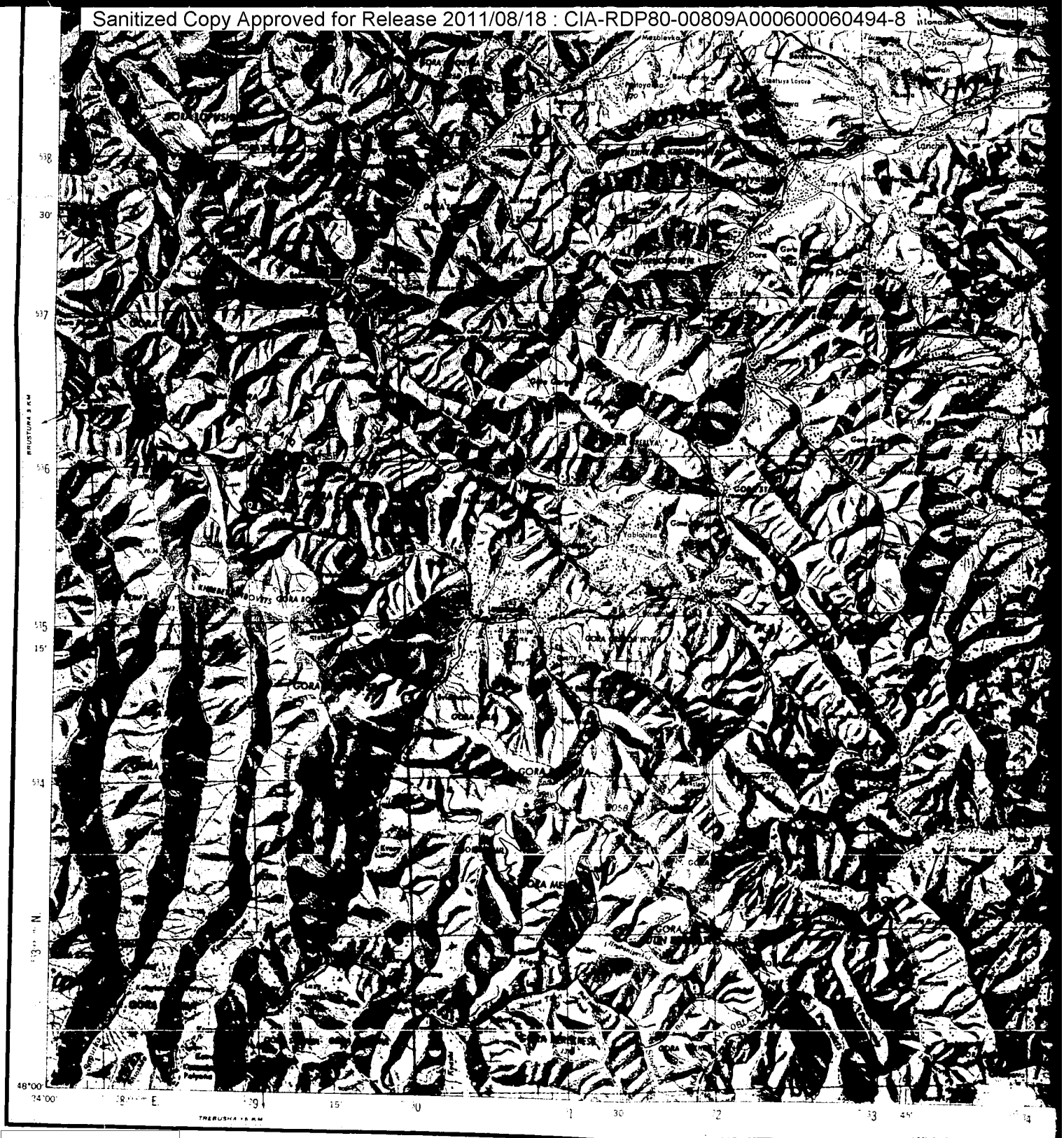
Meszlenka
Szatura Lorova
Prochenai
Topanica
Lanchin
Zarpa
Prut
Gora
Yablonitsa
Vorona
Sibirka
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Gora Meshkovska
Gora Zelena
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Scale 1:250,000

CONTOUR INTERVAL 20 METERS
WITH SUPPLEMENTARY CONTOURS AT 10-METER INTERVALS

TRANSVERSE MERCATOR PROJECTION

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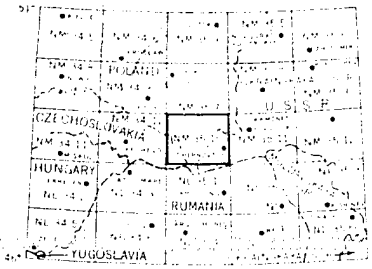


PREPARED BY

Over 100,000	MOSKVA
50,000 to 100,000	CHERNIGOV
10,000 to 50,000	BATAYSK
2,000 to 10,000	Gigant
Less than 2,000	Starkova

RAILROADS — Single track / Multiple track
Normal gauge (5 feet)
Narrow gauge

ROADS
Hard surface, all weather
More than two lanes wide — 3 LANES, 4 LANES
Two lanes wide
Less than two lanes wide — Principal / Other
* Loose surface, graded, all weather
Loose surface, improved
* Loose surface, dry weather or dirt
Dirt
Track; Trail

BOUNDARIES
International
SSR republic
Oblast

Bridge or landmark feature
Horizontal control point
Spot elevation in meters
Marsh
Levee
Marsh or swamp
Woods, brushwood
Rocks, Awash, Sunken
Limit of danger, Reef
Foreshore flat
Depth curves in fathoms

* Approximate - Plant conditions

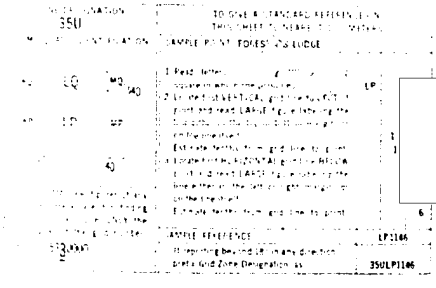
LEGEND

road, two lanes wide, 6-8 meters 224
road, one lane wide, 3-5 meters 931
road, two lane wide, 6-8 meters 902
road, one lane wide, 3-5 meters 761
935

711
71-

50X1-HUM

50X1-HUM



CHERNOVTSY, U.S.S.R.;
POLAND; CZECHOSLOVAKIA

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